

OUR NEW NAVY.

Uncle Sam Preparing to Be Able to Battle on the Sea.

Forty New Cruisers and Armored Fighting Ships.

Torpedo Boats and Swift Cruisers to Carry America's Flag.

Since the recent talk of war with Italy, which nobody really expected, the question, What fighting strength on sea could the United States muster against the powerful navy of Italy or any other European power with which they might come in conflict?—which nobody expects—has repeatedly been asked.

The truth is, our naval defenses are limited just now. However, it is well to re-



THE ATLANTA.

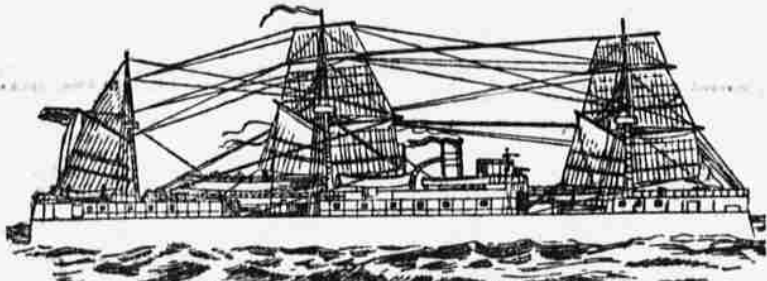
member, and patriotic Americans know, that it is not so much by ships as by the men who man them that battles are won. The seamen, of noble memory, who manned the Constitution gave proof of this.

During the past year the effort has been continued to place our navy on an equal footing with that of the other great maritime powers of the world, and our fighting strength, even in the present state of limited naval defense, makes a mighty army.

Of the new navy we have the unarmored steel cruisers Atlanta, Boston, Chicago, Dolphin, Yorktown, Petrel, Charleston, San Francisco, Baltimore, Philadelphia, Newark, Concord, Vesuvius and the torpedo-boat Cushing in commission. The cruiser Bennington soon will be commissioned, and in case of war the old navy could contribute seven steel and iron vessels and one torpedo-boat, all steam vessels, and twenty-three wooden vessels.

So much for the fleet we could muster, not counting the grit and bravery of the Yankee sailors with which the enemy would have to contend.

The additions to be made to the navy



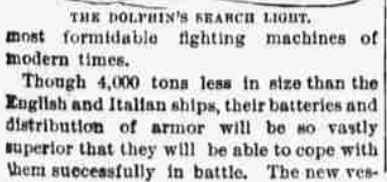
BATTLESHIP TEXAS.

will make a fleet of which Americans may, with good reason, be proud. These battle ships of 10,000 tons displacement, to be named Oregon, Indiana and Massachusetts, designed by Naval Constructor Nixon, will, when completed, prove to be the



most formidable fighting machines of modern times.

Though 4,000 tons less in size than the English and Italian ships, their batteries and distribution of armor will be so vastly superior that they will be able to cope with them successfully in battle. The new ves-



els will be of steel and will cost \$4,000,000 each. They will be launched in 1893 and built at private yards—two at that of the Cramps in Philadelphia and one at the Union Iron Works, in San Francisco.



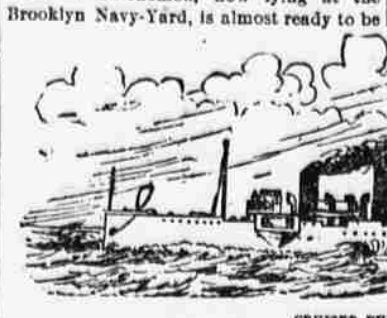
There will be altogether forty new vessels, 1888, "is an example of the largest and best unarmored cruising and fighting vessels now built, and will have no superior in the world in the combination of speed, endurance and armament."



The Dolphin is the smallest and trimmest of the four cruisers first put into commission, and she is also the equal in speed of any of the others. Her displacement is 1,485 tons and her speed 15½ knots. Her armament includes one 6-inch breech-loading rifle; two 6-pound rapid firing guns; two Hotchkiss revolving cannon and two Gatling guns.

The Philadelphia is the type from which most of the second group of cruisers have been built. It is one of the best ships of its class afloat. It is a twin-screw protected cruiser, built of chilled steel throughout, and contains all the latest improvements in naval construction, ordnance and steam engineering. The act authorizing her construction was passed by Congress March 8, 1887, and the contract was awarded Oct. 27 following to the Cramps, it being stipulated that she should be com-

missioned, and the remaining monitors will be in a very short time. Work on the Texas is far advanced, the Maine has been launched, and the Monterey will be in the water in a week or two.



CRUISER PHILADELPHIA.

199½ knots, although 19 knots was all the contract called for, and she has in every way satisfied expectations regarding her.

Her battery consists of twelve breech-loading cannon, four rapid firing six-pounders, four rapid firing three-pounders, two rapid firing four-pounders, three Hotchkiss revolving cannon and four Gatling guns. The Newark and San Francisco both closely resemble the Philadelphia and their batteries are the same. They each, however, have a displacement of 4,083 tons, the Newark a speed of 18 knots and the San Francisco of over 30 knots. The former was built in Philadelphia by the Cramps and the latter at the Union Iron Works in San Francisco. The cruiser Charleston, commenced before any of these vessels just described, was also built in San Francisco, showing that the Pacific as well as the Atlantic coast can be safely depended upon to turn out vessels of the first class.

Of the four new gunboats, the Petrel, Yorktown, Bennington and Concord, the latter three are built on the gunboat Archer class of the English navy. They are twin-screw, partially protected cruisers, with a displacement of 1,700 tons and a speed of 16 and 18 knots an hour. The Petrel is a single-screw gunboat.

The Concord made a very successful trial trip. She is now at sea. A feature of that ship which is new to the navy is her open forenoon, with closed ashpits and air ducts leading to them. This gives any air pres-

sure that is needed for the consumption of coal, and at the same time greatly lowers the temperature of the forenoon. No flaw has been yet discovered in the working of the machinery.

The gunboats are intended mainly for harbor defense. The same is true of the ram Ammen, designed by Rear-Admiral Daniel Ammen, and which is also building at Bath, the contract having been awarded in December last.

The Monterey was originally known as "Coast Defense Vessel No. 1." Her designs were made at the Navy Department in 1888, in conformity with conditions prescribed by Secretary Whitney, and the keel was laid down by the Scotts at the Union Iron Works, San Francisco, in the following year.

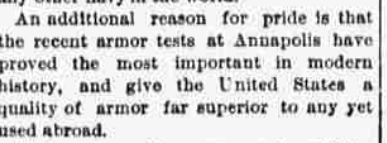
She is a formidable low free-board barbetted twin-screw vessel, built of steel. Her general dimensions are: Length, 230 feet; breadth, 50 feet; mean draught, 14 feet 9 inches; displacement, 4,048 tons. Her engines are of the twin-screw vertical triple expansion type, capable of developing an indicated horse power of 5,400 and a speed of sixteen knots per hour. In this respect, as

well as in regard to her armor and armament, she is far superior to the Miantonomoh and other vessels of the low free-board turreted type which are now building of iron and which are equipped with inclined compound engines. None of these latter vessels has a speed of more than twelve knots and none of them has an armor plating of more than twelve inches.

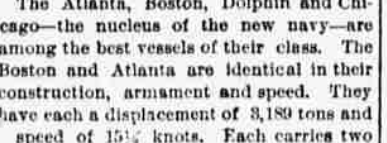
The Monterey, however, is to have an armor plating averaging thirteen inches in thickness covering her sides, turrets and barbettes. Her main battery will consist of two 12-inch and two 10-inch breech-loading rifles. Her secondary battery is to consist of six 6-pounder rapid fire guns, four 1-pounder rapid-fire guns and two Gatling guns. The date of the act authorizing her building was March 3, 1887, and the amount appropriated for the cost of her hull and machinery was \$1,028,000.

As originally designed the Monterey mounted a sixteen-inch gun in the forward barrette, which was 16 inches thick, and a twelve-inch gun in the after barrette, which was 18 inches thick. The battery was so heavy that the guns could not be adequately protected and the rate

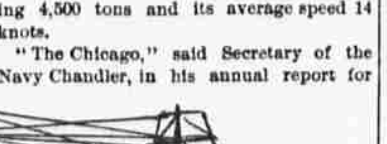
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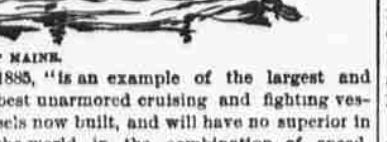
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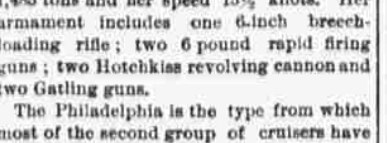
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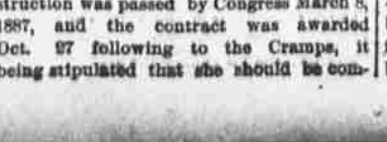
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pleted within two years. Her keel was laid early in 1888, and she went into commission last year.

Her length between perpendiculars is 315 feet, her extreme breadth 48 feet and 6 inches, and her displacement 4,324 tons. She developed upon trial a speed of



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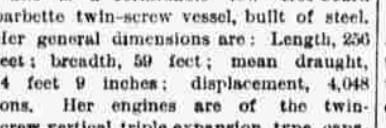
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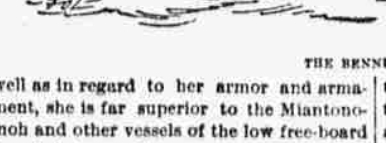
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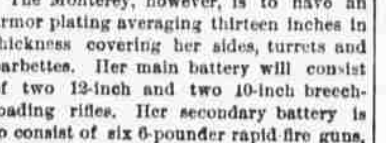
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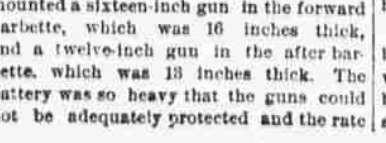
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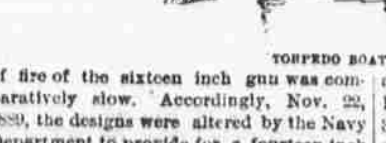
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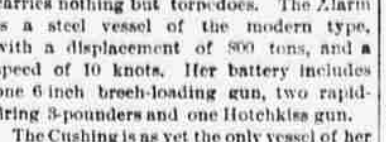


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The original designs also provided for a fifteen-inch dynamite gun mounted forward, but this, too, was removed when the weights were reduced.

Three torpedo boats, the Cushing, Stiletto and Alarm, and one dynamite cruiser, the Vesuvius, have been secured by the Government during the past five years. The Stiletto is a wooden vessel of 31 tons burden. Her speed is a little over 18 knots, and she carries nothing but torpedoes. The Alarm is a steel vessel of the modern type, with a displacement of 800 tons, and a speed of 10 knots. Her battery includes one 6 inch breech-loading gun, two rapid firing 3-pounders and one Hotchkiss gun.



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The Cushing is as yet the only vessel of her kind in the navy, and she stands very near the head of her class. She was built by the Herreshoffs, of Bristol, is a steel vessel of

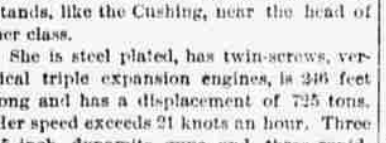


CRUISER PHILADELPHIA.

115 tons, and has developed a speed of 34 knots. She carries three torpedo tubes and four 1-pounders, and, employed in harbor defense, would be wonderfully effective.

The dynamite cruiser Vesuvius was built by the Cramps, and, though the first vessel of her kind constructed in this country, she stands, like the Cushing, near the head of her class.

She is steel plated, has twin-screws, vertical triple expansion engines, is 346 feet long and has a displacement of 735 tons. Her speed exceeds 21 knots an hour. Three 15-inch dynamite guns and three rapid firing 8-pounders compose her battery. She has just left the Brooklyn Navy-Yard



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be 20 feet shorter, and of 4 feet greater beam. She will have two turrets, and her main battery will mount 12-inch guns. Four



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torpedo tubes will be included in her secondary battery. Her estimated speed is 17 knots.

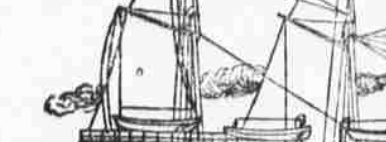
In designing the new battle ships of the first class—the Oregon, Indiana and Massachusetts—the Government, which has been satisfied to have foreign nations make the experiment at their own expense, profited by their experience and discarded the ponderous 10-ton guns with which their early battle ships were armed. The speed of our battle ships will be greater than those of Great Britain and their guns immeasurably superior. Following is a comparison of their batteries:

United States—Four 67-ton guns, 13-inch caliber; eight 8-inch guns; four 6-inch guns; twenty 6-pounders; four 1-pounders; two Gatling guns.

Great Britain—Four 67-ton guns, 13½-inch, 30 caliber; ten 6-inch guns; sixteen 6-pounders; eight 3-pounders.

The dimensions of the ships are as follows: Length on the load water line, 348 feet; extreme breadth of beam, 60½ feet; normal draught, 24 feet; displacement, 10,000 tons; coal endurance, 5,000 knots.

That the new American Navy will compare favorably with that of any European country will be seen by comparison, particularly since our first-class vessels will be



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to develop a speed of 24 knots. The contract for this vessel is about to be awarded. Had the navy twenty vessels like the Cushing and the Vesuvius there would



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be little real cause for alarm regarding our harbor defenses.

The Maine and Texas were designed for battle-ships of the second class. The Maine was launched in Brooklyn, and the Texas is building at Norfolk. The Maine was designed by Chief Naval Constructor Wilson,

secondary battery. In general appearance the Maine will resemble the Brazilian armored cruiser Riachuelo, but she will be in every way that vessel's superior, and she



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will be easily the equal of the Blake, the most efficient cruiser in the British Navy.

The Texas, the Maine's sister ship, is building with a displacement of 6,314 tons,



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upon plans purchased by ex-Secretary Whitney from the Barrow Ship-Building Company, of England. The Texas will bear a close resemblance to the Maine, but she will



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Every man at the conference was pledged to secrecy.

At Joseph Hall, on Second avenue, the headquarters of the Lumber Handlers' Union, the fact that the tie-up was at an end, and, however, common talk. At the headquarters of the Association the members were loath to talk about the matter, as they claimed they were pledged to secrecy; but as the news of a conference between the delegates to the strike had already leaked out, the members of the Association were not surprised that such a conference had been held, and that all that was needed to settle the trouble was the official stamp of approval by the Association, and arrangements were made to call the whole Association together to-day at 2 o'clock.

Another conference with the delegates was deemed advisable, and when the Executive Committee of the Lumber Trade Association and the committee from the Board of Delegates got together at 5 o'clock yesterday afternoon the whole settlement went to pieces.

The delegates claim that every concession that was granted at the former meeting was withdrawn, and nothing short of unconditional surrender would suit the Executive Committee. This the delegates refused to concede, and they withdrew.

That is the story as told at the headquarters of the Lumber Strike Committee at 47 Second avenue this morning.

At the headquarters of the Lumber Association, 15 Broadway, another and very different story was told. E. H. Ogden, Secretary of the Association, said:

"When the Committee from the Walking Delegation came here yesterday afternoon they made no demands that those presented the night before. They wanted us to promise that we would compel all men working for us to join the union."

"This request was refused, and our original concessions were allowed. The split was on the point of making our men join the union, and otherwise."

"There will be no meeting of the general Association to-day, as was proposed. We now stand just where we stood before."

The lumber handlers at Rose Hill Hall were greatly surprised this morning to find the chances of resuming work cut off. This, though, did not change their determination to stick out. One of them said:

"We would be glad to see this trouble settled on the terms first proposed, and on those terms we would go back to work; but the members of the Executive Committee of the dealers thought that as they had a good thing they would get it all out of it, so they squeezed us hard as they could for unconditional surrender, and that is something they won't get."

The lumber handlers' union met at Rose Hill Hall last night, and every man was ready to go to work to-day on the terms they then thought had been arranged; but they have changed their minds this morning.

It was reported at the headquarters of the strikers that A. Brummen, of 41 East Twenty-third street, delivered a load of lumber at a house on Seventy-ninth street, opposite the Museum of Natural History, at 11:30 o'clock last night.

It was also reported that G. L. Schuyler had discharged all the non-union men in his yard, in anticipation of the ending of the tie-up.

Incendiaries Start a \$200,000 Blaze at West Albany.

[SPECIAL TO THE EVENING WORLD.] ALBANY, May 21.—The blacksmith and machine shops of the New York Central Railroad at West Albany were destroyed by an incendiary fire early this morning.

Much valuable machinery was lost. The flames were prevented from spreading to other buildings only by the most vigorous work of the firemen. The loss is about \$200,000, well insured.

The buildings destroyed were the most important in the whole plant, and their loss will cause serious inconvenience. Two hundred men were employed in them.

AGAIN THE TIE-UP

Settlement Falls Through.

Boycott on Buckle and Embargo on Lumber in Full Force.

Each Side Gives a Different Version of the Final Rupture.

Instead of the lash being lifted permanently from the backs of New York lumber stacked carpenters and builders, through conciliatory measures on the part of the Lumber Trade Association and the Board of Walking Delegates, which were reported yesterday, it looks to-day as though it would be piled with greater vigor than ever.

The great lumber embargo, which has been in progress for nearly two weeks, was ended yesterday, to all intents and purposes. The Walking Delegates had met members of the Lumber Trade Association and the whole situation was talked over.

The members of the Association present had no power to act officially, but they declared to the committee of the Delegates that their demands then presented would be granted if the strike at Buckle's yard was declared off.

The members of the Association agreed that the rate of wages paid at Buckle's yard should be investigated, and if found to be below the Union scale Buckle would be induced to accede to the scale of the Union or go without the protection of the Association.

Furthermore, the Association would agree to consider the scale of Union wages that should go into effect July 1.

All this was to be done if Charles P. Rogers, President of the Board of Walking Delegates, would sign a paper declaring the strike at Buckle's yard off.

Under the conditions named Mr. Rogers signed the paper, and all that was left to be done was to place the matter before the Association's Executive Committee.

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